Provincial-Territorial Base Fund Environmental Screening Report

City of Regina – Global Transportation Hub Drainage Channel

Saskatchewan Ministry of Municipal Affairs

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1.0 Project Identification

Project Title:	City of Regina – Global Transportation Hub Drainage Channel		
Responsible Authority	Infrastructure Canada Saskatchewan Ministry of Municipal Affairs		
Trigger:	Funding		
RA File Number:	4800-14-02-10		
CEAR Reference			
Proponent:	City of Regina		
Project Location:	Saskatchewan		
Project Descriptor:	Infrastructure	**Project Type:**	Construction
Physical Work:	Constructing a new drainage channel		
Drainage Region:	Weyburn Region	**Ecozone:**	Prairie
Project Description:	Drainage channel from GTH to tributary of Cottonwood Creek		
Project Start Date:	September 2009		

2.0 Background

2.1 PROVINCIAL-TERRITORIAL BASE FUND

The Provincial-Territorial Base Fund was established to provide each province and territory with $25 million per year, over seven years, for priority infrastructure projects that contribute to long term economic growth, a clean environment, and strong communities. The Government of Canada is prepared to accelerate the $175 million provided to Saskatchewan. Under the Canada-Saskatchewan Provincial Territorial Base Funding Agreement, each project must undergo an environmental screening.

2.2 THE PROPONENT

City of Regina

The Proponent's contact information is:

Kathy Hilderman

MANAGER, TECHNICAL SERVICES
Development Engineering
Planning & Development
City of Regina
2476 Victoria Avenue
Regina, Saskatchewan S4P 3C8
Ph 306.777.7114
KHILDERMAN@regina.ca

3.0 Project Description and Scope

3.1 GENERAL OVERVIEW

The Global Transportation Hub (GTH) is a major industrial development area for the City of Regina and encompasses a total of 1,277 ha west of Courtney Street along Dewdney Avenue within the City of Regina. This development is for a combination of mixed and dry industrial lands. The development is designed with two phases. Phase 1 encompasses all the lands to the west of Pinkie Road. Phase 2 encompasses all the lands between Pinkie Road and Courtney Street.

To better serve the GTH area, the City of Regina will construct a large surface drainage channel on the west side of the City. The location of the proposed drainage channel is illustrated in Figure 1, Section 8.0. The current section to be constructed starts from approximately midway between the IMF Road and Condie Road, along the south side of SW19-17-20-2, extending towards to west till the west side of SW22-17-21-2. The new drainage channel is approximately 5,700 meters long, servicing about 1900 hectares of drainage area upstream of the GTH outlet. It is designed to handle a 1:100 year storm event. Clifton Associates Ltd. has been commissioned to design and manage construction of this project.

3.2 PROJECT COMPONENTS

- Excavation of new drainage channels and/or deepen or widen existing channels for a total length of 5,700 meters
- Construct detour with culvert within the existing channel
- Constructing a new roadway subgrade with gravelled surface
- Removal of existing culverts and placement of new drainage channel culverts
- Replacement of disturbed roadway surfacing structures
- Installation of Rip Rap, Erosion Control Blanket and placement of Course Grass Seeding
- All construction areas will have the topsoil removed prior to excavation and replaced after construction

3.3 SCOPE OF ENVIRONMENTAL ASSESSMENT

This report focuses on the construction phases of the proposed drainage channel project within the City of Regina, extending through agricultural land, where it connects to an existing drainage channel.

3.4 INFORMATION SOURCES

- City of Regina Application
- Clifton Associates Ltd. related documents
- City of Regina IMF Industrial Expansion Area – Concept Plan, Prepared by Metropolitan Knowledge International, 5 September 2008
- Intermodal facility and Industrial Lands Servicing Study, Sec. 4.1, Prepared by AECOM Canada Ltd., Dec. 2008

- Contract Documents for City of Regina, Global Transportation Hub Drainage Channel, Contract No. 1694, prepared by Clifton Associates Ltd. , Aug. 2009.

4.0 Environmental Description

4.1 SITE DESCRIPTION

The project takes place within the newly annexed area of the City of Regina and extends through agricultural land, with the deepening of an existing drainage channel. The drainage channel ends where it joins a natural tributary of Cottonwood Creek. The construction and improvements to the drainage channel will occur on the locations described in section 3.1. The surrounding land use is predominantly agricultural. (see Figure 1, Section 8.0).

4.2 VALUED ECOSYSTEM COMPONENTS

4.2.1 Biophysical

- None

4.2.2 Social and Economic

- Cottonwood Creek
- Local residents
- Construction workers
- City maintenance workers
- Land owners
- SaskTel
- SaskPower
- Saskatchewan Watershed Authority

5.0 Environmental Effects Analysis

5.1 POTENTIAL ENVIRONMENTAL EFFECTS

This section identifies potential environmental effects associated with the project. An environmental effect is defined as "any change that the project may cause in the environment, including any such change on health and socio-economic conditions, on physical and cultural heritage, on the current use of lands and resources for traditional purposes by aboriginal persons, or on any structure, site or thing that is of historical, archaeological, palaeontological or architectural significance, and any change to the project that may be caused by the environment" (*Canadian Environmental Assessment Act*, 2004). Several criteria and terms may be used in the following discussion. Refer to the information in the Attachment Section of this report for a description and definition of these terms.

5.1.1 Potential Interaction Matrix

Ecosystem or Socio-Economic Component	Interaction During Construction		Interaction During Operation and Maintenance	
	Yes	No	Yes	No
Cottonwood Creek	•		•	
Local Residents	•		•	
Construction Workers	•			•
City Maintenance Workers		•	•	
Land Owners	•		•	
SaskTel	•			•
SaskPower	•			•
Saskatchewan Watershed Authority	•			•

5.1.2 Effects Discussion

This section provides information on the potential environmental effects and identifies whether or not significant effects are likely after mitigation measures have been implemented. As indicated in the discussions below, there are no significant adverse environmental effects anticipated after mitigation.

- One potential environmental effect to Cottonwood Creek would be an increase to stream flow during rain events. The effects will be mitigated by requiring that all development release stormwater at a pre-development rate to the drainage channel. As industrial sites become developed, the post-developed flow rate is

required to be no greater than the pre-developed rate. On-site detention ponds are required for each development to achieve this. This requirement is being regulated through Application for Water Rights Licence and Approval to Construct and Operate Works under *The Saskatchewan Watershed Authority Act, 2005.*

- Local residents will be affected during the construction phase. Effects will include interference with traffic, dust from excavations, and noise from the equipment. These are temporary inconvenience issues and can be partially mitigated with detours, adherence to noise bylaws, etc.
- Local residents and construction workers will be exposed to potentially safety hazardous associated with open excavations and the use of heavy equipment. While these hazards are important, the concerns can be effectively mitigated using standard safety procedures for trenching activities.
- Local residents will receive positive benefits during the operation phase. The drainage channel will have more capacity to handle heavier storms. This will reduce the likelihood of flooding.
- The deeper drainage channel is difficult to farm through. However, with low level crossings being placed at strategic locations, land owners can continue to move farm machinery through their land safely.
- SaskTel existing underground lines that service the local farmyard will be exposed while the drainage channel is being constructed. This will affect the SaskTel service for the clients. However, this concern can be mitigated by lowering those lines at corresponding crossing points.
- SaskPower existing underground lines that service the local farmyard will be exposed while the drainage channel is being constructed. This will affect the SaskPower service for the clients. However, this concern can be mitigated by either relocating or lowering these lines at corresponding crossing points.

5.2 POTENTIAL CUMULATIVE EFFECTS

No significant adverse cumulative effects are anticipated for this project.

6.0 Mitigation and Follow-Up

The proponent must carry out those mitigation measures stated below as "will", "must" or "shall". Mitigation measures stated as "should" are recommendations for the proponent's consideration.

6.1 MITIGATION MEASURES

- All applicable Occupational Health and Safety Guidelines will be adhered to during both the construction and operation phases of this project.
- Road detours will be provided when required during the construction phase
- Roads will be reconstructed immediately following construction.
- Appropriate safety precautions (fencing, signage, road closures) will be taken during the construction phase and around all open excavations.
- Local fire, police and ambulance services will be consulted prior to the construction phase.

6.2 FOLLOW-UP REQUIREMENTS

Follow-up by MA will not be necessary for this project because the potential environmental effects are well known and predictable and the mitigation measures are standard and proven to be effective.

7.0 Public Concern and Consultation

- Public notification is required as part of the Saskatchewan Watershed Authority's process for an Application for Water Rights Licence and Approval to Construct and Operate Works, under *The Saskatchewan Watershed Authority Act, 2005.*
- A public notification for SWA approval about this project was posted in the Leader Post on August 22nd , 29th and September 5th , 2009, respectively.

  There is no concern taken to SWA.

7.1 POTENTIAL FOR PUBLIC CONCERN

Adjacent landowners expressed the following concerns:

- Increase potential for flooding of farmland. This concern has been addressed through assurance that the detention ponds will detain the stormwater and control flow into the drainage channel at a rate equal to or less than occurs under current conditions (agriculture use).
- Concern that non-runoff water (i.e., industrial spills) will enter the drainage channel. The City of Regina currently maintains other drainage channels and is familiar with spill control requirements, which will apply to all developments.
- Increase in mosquitoes. The City of Regina currently performs mosquito control for 5 km outside city limits. The mosquito spray program will be extended from the GTH along the new channel.
- Difficulty in farming through their quarter sections with runoff occurring more frequently in the drainage channel. All season low level crossings will be installed to facilitate farming in areas that will see runoff throughout the summer.

7.2 PUBLIC CONSULTATION PROCESS

- There were two meetings with landowners in Grand Coulee as listed below:
  - Consultation with all potentially affected landowners and lessees occurred in Grand Coulee on January 8, 2009. At that meeting background information was given and landowners were asked to express their concerns (as stated above in Section 7.1).
  - The final design meeting was held on April 7, 2009, with landowners and lessees. All concerns raised at the initial meeting were addressed.

- The City of Regina has obtained the letter from Fisheries and Oceans Canada to process this project. The letter is attached to this document.
- The City of Regina has obtained the Aquatic Habitat Protection Permit, as well as a letter of no permit required for construct from Saskatchewan Environment. They both can be found in the attachment.

8.0 Maps and Figures

See next page for locations of the channel to construct

Red, square-dotted lines indicate the drainage channel locations

Black, round-dotted lines indicate the future drainage channel locations

Legend

Drainage Channel

Future Channel

Future Storage Pond

Figure 1: Plan view of drainage channel locations

Red, square-dotted lines indicate the proposed drainage channel locations

Black, round-dotted lines indicate the future drainage channel locations

9.0 Conclusion

9.1 DECISION

Project Title: City of Regina – Global Transportation Hub Drainage Channel

Project No.: 4800-014-02/10

___ Project is not likely to cause significant environmental effects after taking into account the implementation of appropriate mitigation (Section 20 (1)(a)). MA may take action to allow project to proceed.
___Project is likely to cause significant adverse environmental effects that cannot be justified in the circumstances. MA may not take any action to allow project to proceed (Section 20 (1)(b))
___Uncertain whether project is likely to cause significant adverse environmental effects. Refer to Minister of the Environment for referral to a mediator of a review panel (Section 20 (1)(c)(i)).
___Project is likely to cause significant adverse environmental effects that could be justified under the circumstances. Refer to Minster of the Environment for referral to a mediator of a review panel (Section 20(1)(c)(ii)).
___Public concerns warrant a reference to a mediator or a review panel. Refer project to the Minster of the Environment for a referral to a mediator of a review panel (Section 20(1)(c)(iii)).

9.2 SIGN-OFF

Saskatchewan Ministry of Municipal Affairs

Recommended by: _____ Date:_____

Approved by: _____ Date:_____

ATTACHMENTS

- Definitions for Effects Discussion
- Letter from DFO
- Aquatic Habitat Protection Permit
- Letter from Saskatchewan Environment
  (No permit to construct required)

Definitions for Effects Discussion

Effects are discussed using the following criteria and terms (where applicable):

Direction

- The terms positive, neutral and negative are used to describe the beneficial or adverse effects.

Geographic Extent

- Local: related to an actual disturbance site (e.g. project site or property, right-of-way, etc.).
- Regional: would affect the environment within a broader study area (e.g. adjacent neighbourhoods, natural environments, rural municipalities, etc.).
- Provincial/National: would affect an area or population within a much larger area. For example, this might involve migrating animal populations, or large-scale socio-economic changes.

Duration

- Short Term Duration: length of construction period or less.
- Moderate Term Duration: 3 to 5 year duration (e.g. time required to revegetate or stabilize disturbed landscapes).
- Long Term Duration: greater than 5 years. May last as long as the project is in operation (i.e., could be a persistent effect lasting for many decades)

Frequency

- Constant: frequency of the effect will occur continuously for the life of the project or the specified duration.
- Frequent: occurs periodically for the specified duration.
- Infrequent or isolated: occurs only once during the specified duration.
- Accidental: frequency is associated with unforeseen events such as accidents.

Likelihood

- Refers to the estimated probability of the occurrence of the effect (e.g., unlikely, likely, very likely)

Magnitude

- Negligible: the effect is extremely small or non-existent (i.e., too small to be measured or of any concern)
- Minor: the effect has a low likelihood of occurrence or would affect a small area or population. Effects would be of short duration. The effects are avoidable with appropriate mitigation measures. These are considered as insignificant effects.
- Moderate: the effect will produce changes in the physical and chemical properties of abiotic environments, or the abundance and distribution of a population. However, it will not affect the integrity of the abiotic component or population.
- Major: the effect has a high likelihood of occurring, or would affect a large area or population, or could produce adverse health effects. Effects could be of short to long duration, depending upon the situation. The effect could have implications to regionally or nationally important populations or could affect the communities in very negative ways (e.g. loss of critical habitat, loss of income, increased incidence of drug and alcohol abuse, exposure to potentially serious health and safety hazards, etc.). These are considered as significant effects

Letter from DFO

R4246.1

Fisheries and Oceans Canada | Pêches et Océans Canada

Prairies Area, Saskatchewan District
1804 Victoria Avenue East
Regina, Saskatchewan S4N 7K3

Secteur des prairies, district de Saskatchewan
1804, avenue Victoria Est
Regina (Saskatchewan) S4N 7K3

August 20, 2009

Our file / Notre référence
09-HCAA-CA1-02212

Clifton Associates Ltd.
c/o Barry D. Martin
340 Maxwell Crescent
Regina, Saskatchewan
S4N 5Y5

Dear Mr. Martin:

Subject: City of Regina Global Transportation Hub Drainage Channel

Fisheries and Oceans Canada - Fish Habitat Management Program (DFO) received your project proposal dated July 23, 2009. Please refer to the file number and title below:

DFO File No.:	09-HCAA-CA1-02212
Title:	Drainage Channel Construction

Your proposal has been reviewed to determine whether it is likely to result in impacts to fish and fish habitat which are prohibited by the habitat protection provisions of the *Fisheries Act* or those prohibitions of the *Species at Risk Act* that apply to aquatic species.*

Our review consisted of:

- The letter outlining the project description with attached detail drawings completed by Barry Martin and dated July 23, 2009.

We understand that you propose to:

- Construct a new drainage channel that will drain the area around the Global Transportation Hub project area. This project is required because the existing natural drainage can not adequately handle the predicted increase in flow associated with the development of this area;
- Install new culverts in the drainage channel where the proposed route crosses existing roads;
- Armour the inlets and outlets of culvert crossings with clean rock rip rap;
- Install low level crossings across the drainage channel where there are existing trails to maintain access to agricultural land. The low level crossings will be constructed at the bed height and reinforced with Geoweb and coarse granular fill;
- Replace the topsoil on all disturbed areas and seed to grass; and,
- Commence construction in September 2009.

*Those sections most relevant to the review of development proposals include 20, 22, 32 and 35 of the *Fisheries Act* and sections 32, 33 and 58 of the *Species at Risk Act*. For more information please visit www.dfo-mpo.gc.ca.

Canada

It is also our understanding that there is no fish habitat in the project area, but the drainage channel will be effectively stabilized to prevent the mobilization of sediment and downstream introduction to fish habitat.

To reduce potential impacts to fish and fish habitat we are recommending the following mitigation measures be incorporated into your plans:

1. Any vegetation clearing required to complete this project will be minimized and clearly marked in the field prior to construction.
2. All permanently removed materials will be disposed of above the high water level and located and stabilized so that they do not re-enter any watercourse. Spoil material will not be left on the edge of any creek bank or road embankment where it can re-enter any watercourse.
3. Rock rip rap and coarse granular material will be clean and free of silt, clay and other debris and should be sized to withstand predicted velocities.
4. The proponent is responsible for implementing effective sediment and erosion control measures during and after construction to prevent sediment-laden runoff from leaving the work site and flowing into any watercourse.
    a) Any soils that are exposed as a result of work activities that have potential for delivery to the watercourse will be stabilized and re-vegetated using a suitable plant species mixture as soon as possible, to prevent erosion and sedimentation.
    b) Until revegetation is complete, temporary sediment and erosion control practices (e.g., silt fences, straw mulch, erosion control blankets, etc.) may be required to effectively control erosion and prevent sediment from entering any waterbody.
    c) The temporary sediment and erosion control structures utilized will be functional, properly maintained, cleaned on a regular basis and prior to removal and left in place until all areas of the work site have been stabilized.
5. Please be aware that pursuant to Subsection 36(3) of the *Fisheries Act*, it is unlawful to deposit any deleterious substance, including sediment, into waters frequented by fish. To prevent any such deposit, the following mitigation measures should also be incorporated into your plans:
    a) All materials and equipment used for the purpose of site preparation and project completion should be operated and stored in a manner that prevents any deleterious substance (e.g., petroleum products, sediment etc.) from entering any watercourse.
    b) All required machinery should be supplied with appropriate spill containment kits as a precaution in the event of accidental fuel spills or hydraulic leaks. Additional kits should be available on site with the capacity to contain any spills of deleterious substances that may be reasonably expected to occur. Contractors should ensure that all personnel are familiar with the spill kits.
    c) Should there occur, or should there be a serious and imminent danger of the deposit of any deleterious substance, you are required to notify the Environment Canada 24 hour Spill Hotline at 1-800-667-7525 as soon as possible, pursuant to Section 38(4) of the *Fisheries Act*. In addition, pursuant to Section 38(5) of the *Fisheries Act*, you are required to take all reasonable measures to prevent, counteract, mitigate or remedy any adverse effects that result, or may reasonably be expected to result, from any such occurrence.

Provided that the additional mitigation measures described above are incorporated into your plans, DFO has concluded that your proposal is not likely to result in impacts to fish and fish

habitat. You will not need to obtain a formal approval from DFO in order to proceed with your project.

A copy of this letter should be kept on site while the work is in progress. If your plans have changed or if this description of your proposal is either incorrect, or incomplete you should contact this office to determine if the advice in this letter still applies.

Please be advised that any impacts to fish and fish habitat which result from a failure to implement this proposal as described or incorporate the additional mitigation measures included in this letter could lead to corrective action such as enforcement.

If you have any questions concerning the above, please contact me by telephone at (306) 780-8726 or by e-mail at Benjamin.Wilson@dfo-mpo.gc.ca.

Yours sincerely,

Ben Wilson
Fish Habitat Biologist

c.c.: V. Harper – DFO Prince Albert
J. Hovdebo – DFO Regina
A. McCutcheon – MOE Melville

Aquatic Habitat Protection Permit

Saskatchewan

Saskatchewan
Environment

Box 5000-350 Cheadle Street West
SWIFT CURRENT Saskatchewan
S9H 4G3

October 22, 2009

Clifton Associates Ltd.
C/o Barry D. Martin
340 Maxwell Crescent
REGINA, SK S4N 5Y5

Dear Mr. Martin:

Re: City of Regina Global Transportation Hub Drainage Channel

Enclosed is the Aquatic Habitat Protection Permit authorizing the City of Regina to proceed with the Global Transportation Hub Drainage Channel, as outlined in the project proposal dated July 24, 2009, insofar as Saskatchewan Environment is concerned. Please note that the following activities are exempt under the Environmental Management and Protection Act and do not require a permit from SE:

- Cutting or removal of vegetation by hand tools or hydro-axing on licenced drainage ditches providing that the work is conducted under the dry;
- Mowing, haying or swathing, providing that work is done under the dry;
- Beaver dam removal using hand tools or dynamite;
- Beaver dam removal using mechanical means but only if the removal does not alter the bed, bank or boundary of the watercourse, and the material removed is placed in a way so that is will not wash back into the watercourse.
- Replacement of existing culverts, providing that:
  - Work is carried out under conditions dry enough so that vehicles or equipment used will not make a noticeable impact on the soil
  - The culvert pipe is installed parallel to the natural channel, and is installed below the natural channel bed by a depth equivalent to at least 20% of the culvert diameter, and
  - Adequate erosion control measures are installed at the inlet and outlet ends of the culvert to prevent washout and damage to the bed or boundary.

It is understood from your application that Fisheries and Oceans Canada has provided you with a letter of Advice File No: 09-HCAA_CA1-02212 dated August 20, 2009. The City of Regina is free to proceed with the project as far as I am concerned (Wildlife Ecologist-Swift Current Field Area) and provided that all work is carried out as proposed and/or as

required by this office including the recommendations listed within the letter of Advise provided by Fisheries and Oceans Canada. Please note that this approval does not release you from your responsibility for obtaining any other approvals that may be required under federal, provincial, or municipal legislation. It is you responsibility to maintain in force all such approvals, licenses or authorizations that may be required.

If you have any questions concerning the above, or should there be any changes to the proposed work, please contact me immediately. **Please insure that I am also provided with the actual start-up and completion dates for each project.**

Letter to Barry D. Martin
Page 2
October 22, 2009

Sincerely,

John Pogorzelec
Wildlife Ecologist, Swift Current

Cc: Al McCutcheon, Fisheries Biologist- Melville

AQUATIC HABITAT PROTECTION PERMIT

October 22, 2009 AHPP 2009-H1F-001

Under authority of the Environmental Management and Protection Act, permission is hereby granted to the City of Regina to carry out the development associated with the Global Transportation Hub Drainage Channel.

This permit is issued subject to and restricted to the following conditions:

That the recommendations provided by Fisheries and Oceans Canada dated August 20, 2009 be implemented and followed during construction of this project.

1. This permit does not replace or supersede any approvals, licenses or authorizations, including building permits that may be required from municipal, provincial or federal legislation. The permit holder will maintain in force all such approvals, licenses or authorizations that may be required.

This permit expires on March 31, 2010. If further work is required after the expiry, please contact this office.

John Pogorzelec

Letter from Saskatchewan Environment (No permit to construct required)

Saskatchewan

Saskatchewan
Environment

August 6, 2009

Barry Martin
Clifton Associates Ltd.
340 Maxwell Crescent
Regina, SK S4N 5Y5

Dear Barry Martin:

City of Regina – Global Transport Hub Drainage Channel

The Saskatchewan Ministry of Environment wishes to thank Clifton Associates Ltd. and the City of Regina for the letter and design drawings regarding the construction of the Global Transportation Hub drainage channel that was received by the Ministry on July 24th, 2009. For this project, a Permit to Construct from the Ministry of Environment will not be required; however, we do recommend that the City follow the Ministry's "Stormwater Guidelines" which are available on the internet at http://www.saskh20.ca/DWBinder/EPB322StormwaterGuidelines.pdf.

We note that this project does not include the design of the future detention ponds. When the detention ponds are designed, please forward a copy of the design drawings to the Ministry of Environment so that we may have copies in our files.

We wish the City of Regina and Clifton Associates Ltd. success with this project. If you have any questions, please feel free to contact me at 787-6868.

Yours sincerely,

Ryan Evans

Ryan Evans, E.I.T.
Approvals Engineer
Drinking Water Quality Section
Environmental Protection Branch

RE/re